

TEXAS HISTORICAL COMMISSION

— The —
**CHISHOLM
TRAIL**



Exploring the Folklore and Legacy

A GUIDE FOR HERITAGE TRAVELERS

Other states were carved or born
TEXAS GREW
from hide and horn.

From the poem "Cattle" by Berta Hart Nance

In the decades following the Civil War, more than 6 million cattle—up to 10 million by some accounts—were herded out of Texas in one of the greatest migrations of animals ever known. These 19th-century cattle drives laid the foundation for Texas' wildly successful cattle industry and helped elevate the state out of post-Civil War despair and poverty. Today, our search for an American identity often leads us back to the vision of the rugged and independent men and women of the cattle drive era.

Although a number of cattle drive routes existed during this period, none captured the popular imagination like the one we know today as the Chisholm Trail. Through songs, stories, and mythical tales, the Chisholm Trail has become a vital feature of American identity.

Historians have long debated aspects of the Chisholm Trail's history, including the exact route and even its name. Although they may argue over specifics, most would agree that the decades of the cattle drives were among the most colorful periods of Texas history. The purpose of this guide is not to resolve debates, but rather to help heritage tourists explore the history and lore associated with the legendary cattle-driving route. We hope you find the historical disputes part of the intrigue, and are inspired to investigate the historic sites, museums, and attractions highlighted here to reach your own conclusions.

CHISHOLM TRAIL HISTORY

- 1835-36** The Texas Revolution
- 1845** The United States annexes Texas as the 28th state
- 1861-65** The American Civil War
- 1867** Joseph G. McCoy establishes a cattle-shipping terminal in Abilene, Kansas
- 1871** Approximately 700,000 cattle reach the Kansas railhead
- 1880-89** The Chisholm Trail era draws to a close

TEXAS LONGHORNS

The hardy breed of livestock known as the Texas longhorn descended from Spanish Andalusian cattle brought over by early-16th-century explorers, missionaries, and ranchers. By the 18th century, Spanish missions maintained large domesticated cattle herds, which provided food, clothing, and other products for Spaniards and American Indians. Missions like San Antonio de Béxar and Mission Espíritu Santo were among the earliest ranches in Texas. Despite the ultimate decline of the missions, the ranches, vaqueros, and longhorns remained.



Credit: Texas State Library and Archives

In the early 1800s, Spain lost control of the region to Mexico, but ranchero and vaquero traditions lingered, affecting the look, equipment, and vernacular of what became the iconic American cowboy. Terms like lasso, lariat, mustang, chaps, and bandana became a part of everyday speech, and American cowboys adopted the Spanish traditions of open-range ranching, branding, and round-ups. After the Texas Revolution and the change in governmental control, many cattle were left to roam free in sparsely populated ranch land. Wild cattle were widespread throughout Texas, and were considered game, much like deer and buffalo. Abundant food and water and little human contact allowed the longhorn breed to adapt to the land, and the cattle population grew into the millions.

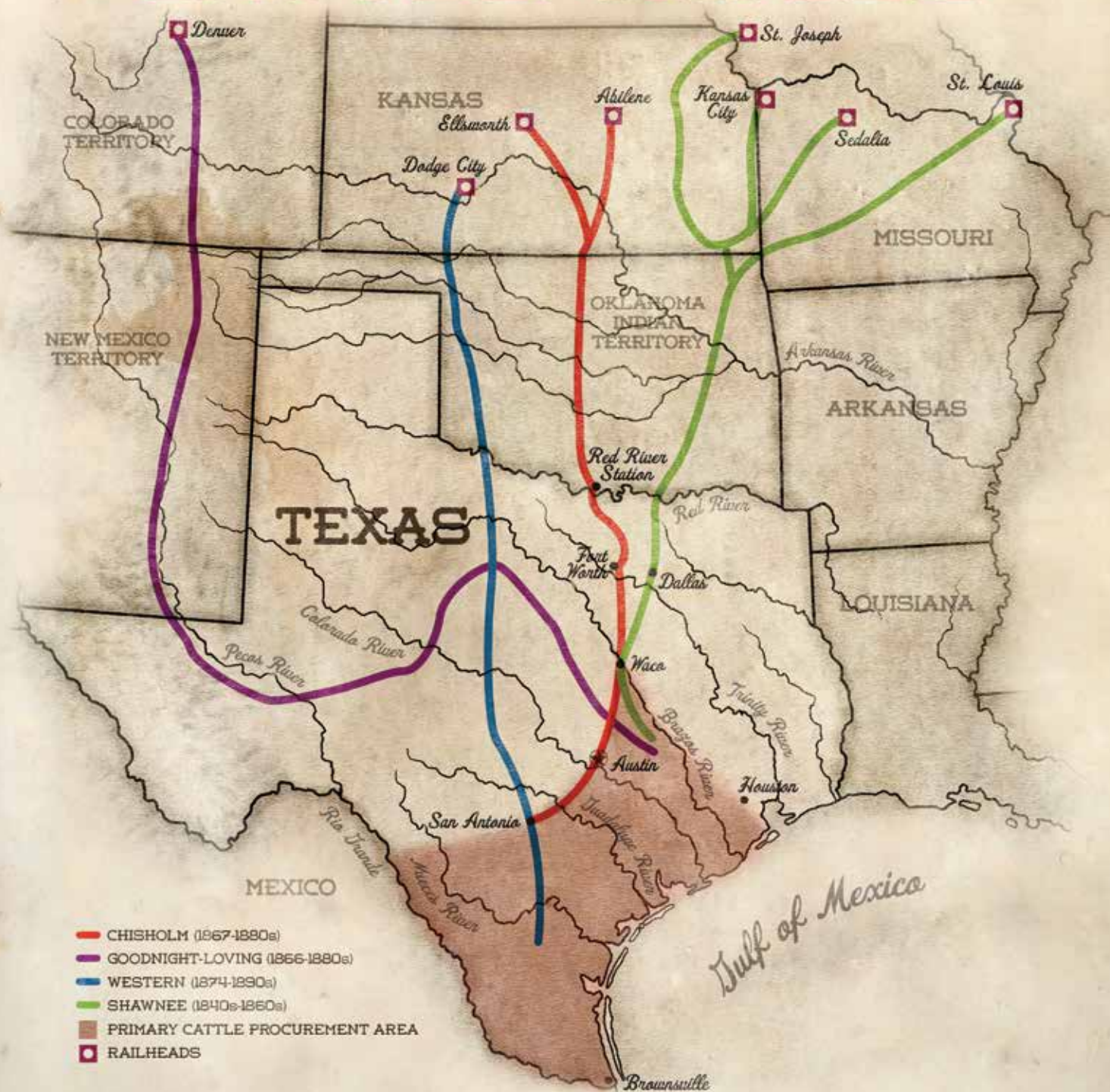
By the early 1900s, the longhorn was regarded as a less desirable breed of cattle. The trail drives had ended as rail access improved and barbed wire closed the open range, and beef cattle were no longer transported to distant markets. European breeds that yielded more beef per animal became more popular, and the number of longhorns decreased.

Because the longhorn holds such a significant place in Texas history, today the State of Texas preserves the breed in a herd kept as historically accurate as possible through selective breeding. The Official State of Texas Longhorn Herd resides at the Texas Historical Commission's Fort Griffin State Historic Site near Albany, as well as several state parks. Visit Fort Griffin to further explore this history and get up close to these legendary animals that have made a monumental impact on the Lone Star State.

Front cover image composition:
Cowboy and horse—Library of Congress
Longhorn—Gonzales County Historical Commission

Credit: Library of Congress

The CATTLE TRAILS

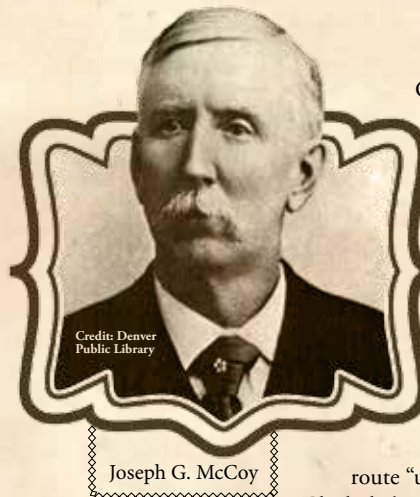


The CATTLE MARKETS

As early as the 1840s, cattlemen searched out profitable markets for longhorns, but options were few. Some coastal ranchers shipped cattle on Morgan steamers or trailed herds overland to New Orleans and Shreveport. Other cattlemen drove their animals west to California to feed hungry gold miners, or to frontier forts and Indian reservations west of Fort Worth. During the Civil War, a handful of cattle drivers moved herds to hungry Confederate soldiers and civilians, but while a few cattle markets existed, they were meager in comparison to the overwhelming supply of cattle in Texas. By 1860, there were more than six times as many cattle as people in the state. "Then dawned a time in Texas," remarked one prominent cattleman, "that a man's poverty was estimated by the number of cattle he possessed."

Ultimately, the solution for Texas cattlemen rested directly north, where railroads snaking back to meat packing centers in the east were beginning to be established. As early as the 1840s, a major route (sometimes referred to as the Shawnee Trail) extended out of Texas and into southern Missouri and southeastern Kansas. Local dread over "Texas fever"—a tick-borne disease carried on Texas cattle that often sickened or killed local stock—led to the obstruction of Texas herds from entering many Midwestern locales. Laws blocking the import of Texas longhorns to sections of the Midwest, coupled with a surge of frontier settlement, ultimately forced the cattle trails further west.

In 1867, an Illinois livestock dealer named Joseph G. McCoy, working with the Kansas-Pacific Railroad, established a cattle-shipping terminal in Abilene, Kansas. McCoy knew that longhorns worth \$2 in Texas could fetch nearly 10 times that amount in the booming North. He was the first to exploit the expanding railroads to move cattle to distant markets. To reach McCoy's new shipping yard, cattle drivers used a route blazed by trader Jesse Chisholm, which extended from Wichita, Kansas, across the Indian Territory (present day Oklahoma) to the Red River. As a result, today



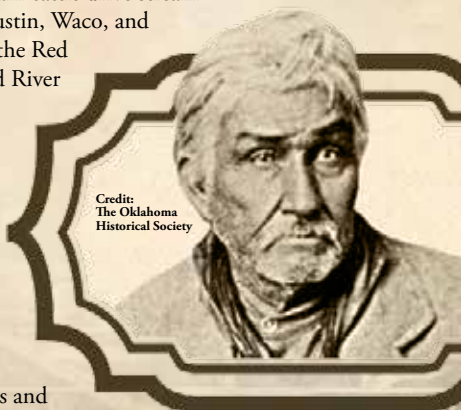
Joseph G. McCoy

Chisholm's name is indelibly linked to the great movement of longhorns from South Texas to Central Kansas.

The establishment of a cattle terminal along the newly laid railroad line in Central Kansas was a perfect solution for Texas cattlemen. The

route "up the trail" to Abilene, Chisholm's trail, skirted far enough west to avoid troublesome settlers and exploited a loophole in Texas fever laws. McCoy's vision proved to be a spectacular success. In a few short years, millions of longhorn cattle poured out of Texas. In 1871 alone, about 700,000 cattle reached the Kansas railhead. Abilene was the first of the Kansas railway destinations, but as settlers advanced farther west, alternative shipping depots opened in other Kansas cities, such as Ellsworth, Newton, and Wichita.

In Texas, there was no single route to the destination points in Central Kansas, but the various starting points and tributary routes typically entered a main cattle drive stream that surged north toward Austin, Waco, and Fort Worth before crossing the Red River at Spanish Fort or Red River Station. Until the second half of the 1870s—when Dodge City became the preeminent destination for Texas herds and forced trail driving even farther west—the Chisholm Trail dominated the cattle-driving scene. It was during this period that Texas truly became a land of cattle kings and the image of the American cowboy first seeped into national consciousness.



Jesse Chisholm

Credit: Library of Congress

The TEXAS COWBOY

From the end of the Civil War until the mid-1880s, tens of thousands of cowboys rode the cattle trails. Not all cowhands made the trek northward, but as one Lockhart drover put it, a man did not graduate from cowboy school until he “lit out” on at least one long ride. On the trail, few cowboys lived up to the rough and rowdy, drinking and brawling image popularized later in books, songs, and movies. A cowhand had to be dependable under harsh conditions, quick to act, and knowledgeable of longhorn instincts. The cowboy was most often a hard-working laborer, and many were Hispanic or African American. Some women also made the journey, sometimes disguised as young men.

When trail drivers reached their destination, a semblance of the popular cowboy image frequently surfaced. After grueling months on the trail, it was not uncommon for pistol shots to ring out in saloons and gambling halls in cowtowns such as Fort Worth or Abilene, Kansas. For a cowboy, going up the trail at least once in a lifetime was an enviable distinction, one that separated him from the average ranch-bound cowhand. The drives brought hardship and danger, but rewarded the cowboy with high adventure, cowtown celebrations, and financial gain.

Cattle drives usually started in early spring with herds numbering in the thousands. The drives moved at a pace of 10 to 12 miles a day from watering hole to watering hole and took three to four months to

complete. Depending on the landscape, the width of a cattle trail could span several miles to—at some river crossings—the width of a few longhorns. Often weather, access to water, and the availability of feeding grass altered the routes.

A large herd could require 12 men or more, with several saddle horses for each. The trail boss—either a ranch crew member or a hired drover—organized and led the affair. He selected specific routes and rode ahead in search of water, grass, and suitable campgrounds. The cook and his chuck wagon also moved ahead of the herds to make sure the meals and “ink-black” coffee were ready when the cowboys settled in for the evening. To protect and guide cattle along the trail, cowboys took the role of point men, swing men, flankers, and drag men around the moving herds.

Many dangers faced cattle drivers and cowboys. Stampedes, caused by anything from lightning to a cowboy’s sneeze, were a common threat. A thunderstorm near Waco in 1876, for instance, caused a herd of 15,000 longhorns to plunge into a steep ravine, killing several thousand cattle and injuring many riders. Crossing rivers was always a risky affair, and other dangers included blizzards, prairie fires, and predatory animals.



Credit: Library of Congress



Credit: Library of Congress

The TRAILBLAZERS

WOMEN ON THE TRAIL

Women routinely traveled the trails west to the Pacific Coast during the 19th century, including driving cattle herds to market from Texas. Most joined husbands or relatives, and some brought their children along. Although social and gender roles prevented most women from working openly as drovers, at least one intrepid female reportedly dressed as a man, joined a trail crew, and fooled them for months before revealing her true identity.

Some women saw participation in a cattle drive as an adventure and wrote about the experience. Amanda Burks of Cotulla recounted her 1871 journey to Newton, Kansas. The trip's leisurely pace allowed her to pick plums and wildflowers, and even nap in her buggy. But Burks also experienced blistering heat, hail storms, stampedes, prairie fires, dangerous river crossings, and cattle rustlers. In later years, she became a successful rancher and charter member of the Old Trail Drivers Association.

Hattie Cluck followed a cattle herd up the Chisholm Trail that same year. Pregnant with her fourth child and with others in tow, she spent most days looking after her children and contemplating the passing scenery from a wagon. She, too, was threatened by cattle thieves, and crossed the Red River on a wagon kept afloat with logs strapped to the sides.

In 1873, Margaret Borland, the daughter of Irish immigrants and a widow from Victoria, bossed her own herd to market, accompanied by several children and grandchildren. She died just a month after selling her cattle in Wichita. Little is known of her trek.

The same cannot be said of Lizzie Johnson Williams, a schoolteacher, bookkeeper, and writer, who made several trips up the Chisholm Trail in the 1880s with herds she owned. Her success earned her the title, "Cattle Queen of Texas."

Mary "Mollie" Taylor Bunton followed a herd of 5,000 Kansas-bound longhorns in the waning days of the Chisholm Trail, and left the most detailed account of a woman's experiences in her 1939 book, *A Bride on the Old Chisholm Trail in 1886*.



AFRICAN AMERICANS AND HISPANICS ON THE TRAIL

Texas cattle drovers on the Chisholm

Trail were diverse, representing many ethnic backgrounds.

Reliable accounts indicate that multi-racial outfits were common. African American and Hispanic cowboys comprised two of the largest and most significant groups, numbering a quarter to a third of the total number of trail hands, especially from regions with large black and Hispanic populations like South Texas and the Gulf Coast. In some cases, they made up entire outfits.



Credit: Victoria Regional History Center, Victoria College/University of Houston-Victoria Library

Ancestors of the Chisholm Trail's Hispanic vaqueros delivered the first permanent cattle herds to Texas from Mexico in the late 1600s, and drove Texas longhorns to New Orleans in the 1770s and 1780s. They originated the methods and much of the equipment used on the range and trail.

Many enslaved African Americans gained experience with horses and cattle. Though freedmen became skilled riders, ropers, cooks, and trail hands, they rarely received pay equal to that of their white counterparts. They were often subjected to prejudice, especially off the trail.

While first-hand accounts of African American drovers are scarce, those of their Mexican American counterparts are virtually non-existent. Fortunately, some Hispanic trail hands' experiences are preserved in *corridos* (ballads) that vaqueros composed and sang.

Among the few black drovers who gained some renown were Bose Ikard and George Glenn. Born into slavery in Mississippi in 1843, Ikard drove the Goodnight-Loving Trail after the Civil War. He became a trusted associate of famed rancher Charles Goodnight, who extolled Ikard's honesty, bravery, and duty.

George Glenn followed the Chisholm Trail to Kansas with a herd in 1870. When one of his employers died there, Glenn volunteered to return his body to Texas for burial, making the 42-day trip alone. He later became one of a handful of African American members of the Old Trail Drivers Association.

In what is now Texas City, a group of formerly enslaved African American cowboys established the only Reconstruction-era black community in Galveston County. Now known as the 1867 Settlement Historic District, the still-existing community was pioneered by the Bell, Britton, Caldwell, and Hobgood families, who earned their living working for the nearby Butler Ranch. They purchased land with money earned in part by driving cattle up the Chisholm Trail.

Image of the Texas Cowboy in POPULAR CULTURE

Shaped by popular culture more than history, the Texas cowboy has not always been a heroic figure. In the 19th century, newspaper reporters and dime novelists depicted cowpunchers as repugnant villains. But as the open range era of cattle ranching concluded in the 1880s, influential writers, artists, actors, and showmen began portraying cowboys as working-class heroes.

“Wild West” show producer William F. “Buffalo Bill” Cody, artist Frederic Remington, and President Theodore Roosevelt were early contributors to the cowboy’s makeover. They were joined by writers Owen Wister and Zane Grey, whose novels influenced western fiction for generations. Cowhand-turned-artist Charles M. Russell portrayed fellow range riders with as much romance as authenticity.

Films featuring cowboys appeared in the early 1900s. Authentic costumes, locales, and attempts at realism by actors such as William S. Hart gave way to low-budget, action-packed features

starring daredevil buckaroos like Tom Mix. More escapist film fare accompanied the Great Depression of the 1930s, an era that introduced singing cowboys such as Gene Autry to movie audiences.

During World War II and the Cold War, Western films enjoyed continued box office success thanks to directors such as John Ford and stars like John Wayne and Gary Cooper. The so-called “adult westerns” brought more complexity to cinematic cowboys of the 1950s. Imaginary cowpunchers also dominated the new medium of television for several years before fading in popularity in the 1960s.

Although diminished as a cultural icon, the cowboy hero refuses to ride into the sunset. In the 21st century he still embodies masculine and national values to many. His presence and influence can still be felt in popular music, professional sports, political campaigns, advertising, movies, and television.



Credit:
Wikimedia
Commons

Gene Autry

BUFFALO BILL'S WILD WEST AND CONGRESS OF ROUGH RIDERS OF THE WORLD.



A COMPANY OF WILD WEST COWBOYS. THE REAL ROUGH RIDERS OF THE WORLD WHOSE DARING EXPLOITS HAVE MADE THEIR VERY NAMES SYNONYMOUS WITH DEEDS OF BRAVERY.

Credit: Library of Congress

The CHUCK WAGON

Mobile Kitchen on the Trail

Feeding cowboys on long drives to northern cattle markets required planning and ingenuity. Early drovers usually packed food, bedding, and gear on horses or mules, and they had to cook for themselves. Their meager and monotonous fare consisted of biscuits or cornbread, salted or dried meat, occasional wild game, and coffee.

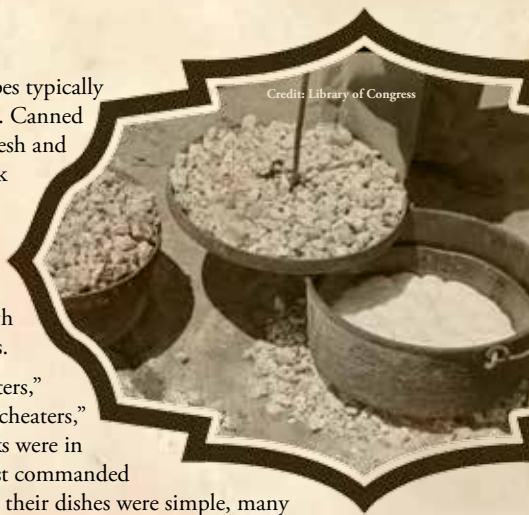
Most historians credit rancher and drover Charles Goodnight with inventing the “chuck wagon” in 1866. Travelers’ portable writing desks and mess chests may have inspired him to attach a hinged wooden cupboard to a wagon for food preparation on the trail. When unfolded, the cover of this “chuck box” formed a working surface with access to shelves and drawers filled with staples, spices, utensils, and medicine.

Cast iron skillets, pots, and Dutch ovens were stored in a compartment below the chuck box called the “boot.” Some wagons had a cowhide cradle suspended between axles for kindling or dry manure used for fire starting. A toolbox, coffee grinder, lantern,

water barrel, and ropes typically hung along the sides. Canned goods, dried fruit, fresh and salted meat, and bulk staples such as flour, beans, potatoes, molasses, coffee, and lard occupied the wagon bed along with bedrolls and firearms.

Called “biscuit shooters,” “pot rasslers,” “belly cheaters,” and worse, trail cooks were in demand, and the best commanded top wages. Although their dishes were simple, many acquired colorful nicknames. A concoction of raisins and rice became known as “spotted pup,” and a gelatin desert was christened “shivering Liz.” Beans were “prairie whistles” or “Pecos strawberries,” pancakes “spatter dabs,” molasses or syrup “lick,” and coffee “belly wash.” After supper, trail hands might tell stories, sing songs, or recite poetry around the chuck wagon before sleeping or taking a shift guarding the herd.

Recognizing its importance in the history and folklore of the Lone Star State, the Texas Legislature designated the chuck wagon the official state vehicle in 2005.



Credit: Library of Congress

GLOSSARY of TERMS



Credit:
Wikimedia
Commons

Barbed wire: Fence wire that has sharp points

Boomtown: A town that grew quickly in population

Branding: The act of marking an animal's hide

Bronco buster: A cowboy who captures and tames wild horses

Chuck wagon: A wagon that carried food, supplies, and cooking equipment on trail drives

Cow pony: A horse that has been tamed

Drag rider: A cowboy who rides at the rear of the herd to keep it moving

Dutch oven: A large, covered pot that was heated from the bottom and the top

Flank rider: A cowboy who rides at the side of the herd to keep it from spreading out

Open range: A large area of open grazing land

Point rider: A cowboy who rides at the front of the herd on a trail drive

Railhead: The end of a railway line

Remuda: The extra horses taken on the trail drive

Roundup: The act of collecting and sorting cattle for a trail drive

Stampede: An event in which startled cattle suddenly run in all directions

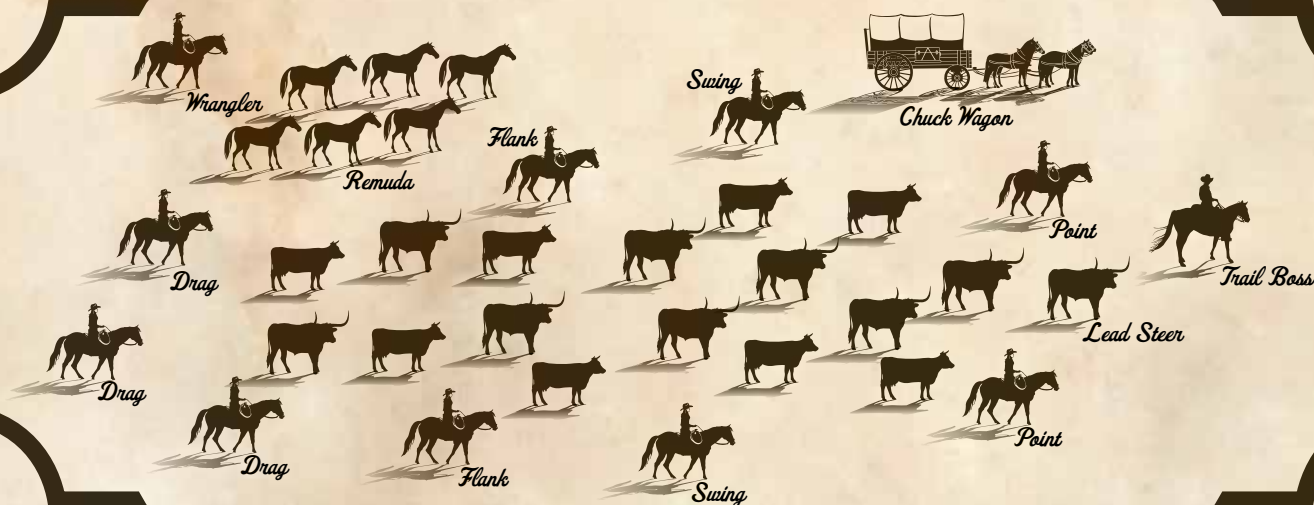
Swing rider: A cowboy who rides alongside a herd to turn it in the right direction

Texas fever: A disease carried by ticks that infected and killed cattle

Trail boss: The cowboy in charge of all other cowboys and cattle on the trail drive

Wrangler: The cowboy in charge of the remuda on the trail

Source: *Life on the Trail*, reprinted with permission of Crabtree Publishing Company.



CHISHOLM or CHISUM?

JESSE CHISHOLM—The trail's namesake, he was an Indian trader who blazed a route from Wichita, Kansas, across the Indian Territory (present-day Oklahoma) to the Red River. Later, cattlemen used the route to transport their cattle to profitable northern markets.

THORNTON CHISHOLM—A Texas trail driver from DeWitt County, he led an ambitious drive to St. Joseph, Missouri.

JOHN CHISUM—A Texas cowman, he drove herds to Shreveport during the Civil War, supplying the South with beef. He established a ranch on the Concho River at the war's end and eventually ended up in New Mexico.

WHAT'S IN A NAME?

Over the years, the Chisholm Trail was known by various names, including:

- ★ The Abilene Trail
- ★ The Cattle Trail
- ★ The Eastern Trail
- ★ The Great Texas Cattle Trail
- ★ The Kansas Trail
- ★ McCoy's Trail
- ★ The Texas Chisholm Trail



END *of the* TRAIL

Trail drivers' reliance on the Chisholm Trail began to decline as early as the 1870s, less than a decade after Joseph McCoy established the shipping point at Abilene. This decline occurred for a variety of reasons:

- ★ The rise of the Western Trail as a replacement
- ★ The construction of new rail lines to Texas
- ★ The development of barbed wire and the establishment of homestead laws that closed off the open range
- ★ A public demand for better grades of beef
- ★ An oversupply of longhorns, which glutted the market
- ★ Texas fever quarantines in Kansas and Missouri

By the late 1880s, driving cattle north from Texas was no longer profitable and declined rapidly. Almost as quickly as the route was established, the era of open-range cattle driving came to a close—the end of the Chisholm Trail had been reached.

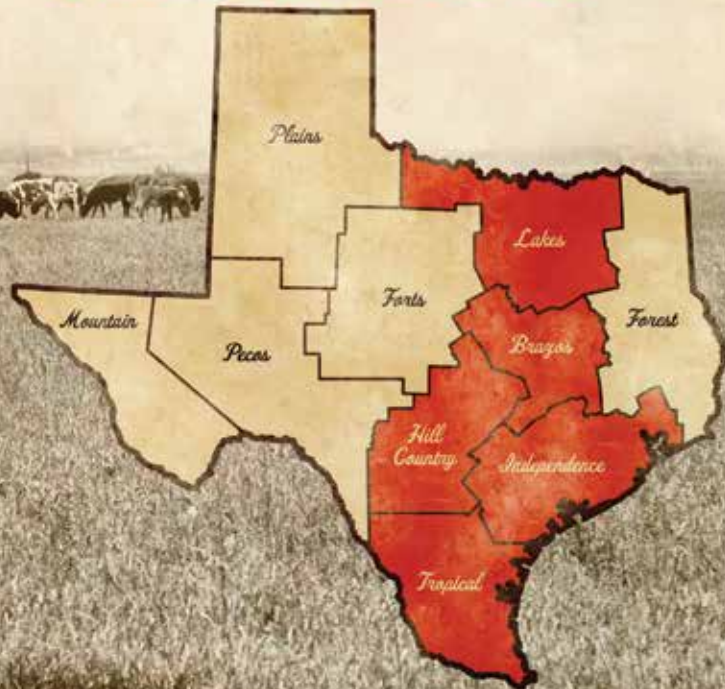
ABOUT THIS GUIDE

A cattle drive across a state as big as Texas must have seemed like an eternity to the men and women who made the journey. Although some of the following communities did not exist during the Chisholm Trail era, cowboys drove their herds through the vicinity, and ranching and cattle driving remain part of the regional heritage.

While it is impossible to list all the towns that played a role in the Chisholm Trail, these destinations offer today's visitors a chance to experience and explore the history of the trail.

The guide is organized from roughly south to north, the direction of the cattle drives, beginning in the region where most of the cattle were gathered. The cities in this guide are organized according to the heritage regions below, part of the Texas Historical Commission's nationally award-winning tourism initiative, the Texas Heritage Trails Program. There is no recommended sequence in which to visit the sites; city numbers on the regional maps follow the order in which they appear in the guide.

TEXAS HERITAGE TRAIL REGIONS

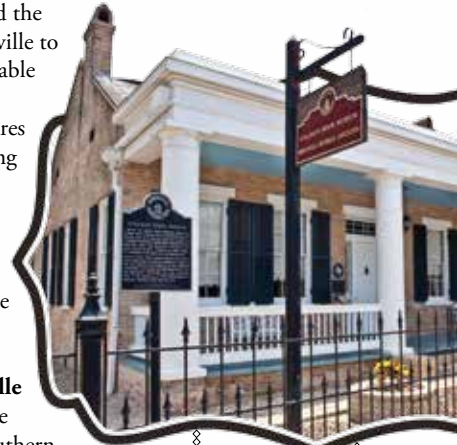


Credit: Library of Congress



1 BROWNSVILLE

Charles Stillman, founder of Brownsville, and cattle barons Richard King and Mifflin Kenedy first made their fortunes as Rio Grande steamboat captains. After the U.S.-Mexico War of 1846–48, Stillman purchased portions of the massive Garza land grant north of Matamoros, Mexico, to start his new town. He later sold the ranch north of Brownsville to Kenedy. Today, the notable **Stillman House and Heritage Complex** shares the story of the founding of Brownsville and its namesake's business relationship with his cattle baron partners. To learn more about the city's rich military and ranching history, visit the **Historic Brownsville Museum**, housed in the stunning 1928 Old Southern Pacific Railroad Depot. You can find the names of many prominent local ranching families on graves in the **Brownsville City Cemetery**, including Cavazos, Kenedy, Rabb-Starck, Yturria, McAllen-Ballí, Reynaud, Browne, and Cueto.



Stillman House

2 DONNA

The history of Donna is on display at the **Donna Hooks Fletcher Historical Museum**, which houses a small pictorial exhibit about the town's history as an early pass-through on the Chisholm Trail. The museum is located on the town square, which contains a statue of the museum and town namesake and a historical marker about Peter Preston Ackley and the Chisholm Trail. Illinois native Ackley joined cattle drives to Nebraska, Kansas, and Canada in the 1870s and 1880s, while spending winters in Donna. In the 1930s, he paid for and placed dozens of markers along the general Chisholm Trail route—many of his "Going up the Texas Chisholm Trail" markers can still be seen today.

3 MCALLEN

McAllen was founded within the boundaries of the historic McAllen Ranch, which originated from a Spanish rancho. Known as Texas' first "cattle queen," Rosa María Hinojosa de Ballí inherited a land grant in 1790, and went on to grow her ranches to more than a million acres. Eventually, her granddaughter Salomé took over a portion of that land, and the ranch and town were named after her second husband, John McAllen. Housed in the old McAllen Post Office—a remarkable Spanish Colonial Revival structure—the **McAllen Heritage Center** shares the town's history and culture.



*Museum of
South Texas History*

4 EDINBURG

When the Spanish government began issuing land grants in 1749, many settlers brought longhorn cattle and other animals from Europe and established ranchos on the prime South Texas grazing land. As American settlers moved onto the land in the early 1800s, Spanish practices like open-range ranching and branding continued in most places, and many longhorns were rounded up and driven up the cattle trails. The **Museum of South Texas History** features expansive exhibits dedicated to the history of cattle ranching and cattle drives in South Texas, beginning with Spanish settlement of the area.

5 RAYMONDVILLE

Vast land grants linked the rich ranching history of Willacy County with Cameron, Hidalgo, and Kenedy counties. Raymondville, the county seat and its largest town, remains a ranching and farming community. The **Willacy County Historical Museum** features a collection of items that belonged to famed rancher Mifflin Kenedy and family, including a horse-drawn buggy, bedroom furniture, artwork, windows and doors from his home, and a “bulletproof vest” worn by Kenedy as protection from bandits and business rivals.

6 FALFURRIAS

Located along the estimated route of the Chisholm Trail, the **Heritage Museum at Falfurrias** preserves the frontier history of Brooks County through photos, maps, and artifacts. It also tells the stories of influential residents from the region, including Falfurrias founder Edward C. Lasater, who entered the Texas cattle industry as a beneficiary of (rather than participant in) the great cattle drives. In 1895, Lasater purchased South Texas land that became the Falfurrias Ranch and eventually grew it to 350,000 acres. He made his fortune in dairy cows, not beef cattle, developing sweet cream butter later named Falfurrias Butter, which became popular throughout Texas and even distributed to the East Coast.

7 SARITA

The immense King and Kenedy ranches cover much of Kenedy County, named after the pioneering rancher. Mifflin Kenedy’s name is synonymous with South Texas success. After making his fortune as a steamboat captain on the Rio Grande, he became famous in ranching, and later in land development, railroads, and oil. Inside Kenedy’s beautifully restored headquarters in tiny Sarita—20 miles south of Kingsville—the **Kenedy Ranch Museum** tells the story of his role in “taming” what was long considered an uninhabitable “Wild Horse Desert” and helping make South Texas what it is today.

Kenedy Ranch Museum



8 KINGSVILLE

The legendary **King Ranch** encompasses 825,000 acres across three coastal counties in an area larger than Rhode Island. Riverboat captain Richard King and Texas Ranger Gideon K. Lewis founded the ranch in 1853 along Santa Gertrudis Creek. A purchase of the Rincón de Santa Gertrudis land grant was followed by other acquisitions, and eventually the land was developed into one of the most influential, longstanding, and sizable ranches in the world. The King Ranch, a National Historic Landmark, offers daily tours featuring the history of the ranch and its operations, as well as other specialty tours. Visitors can also view an impressive collection of artifacts from the ranch at the **King Ranch Museum**, located in a restored early-1900s ice plant in downtown Kingsville. The permanent collection includes saddles, photographs, guns, flags, carriages, and cars. The **John E. Conner Museum** at Texas A&M University-Kingsville tells the stories of the people, cultures, and industries that impacted South Texas, including ranching and the Mexican vaquero, the forerunner of the American cowboy.



*Fulton Mansion
State Historic Site*

9 CORPUS CHRISTI

Before the Chisholm Trail opened new markets for ranchers and caused the domestic cattle industry to explode, cattlemen could ship beef to New Orleans—which, as the only market available for export, quickly became glutted with beef. In the mid-1800s, several attempts were made to ship the animals out of South Texas to markets as far as Florida and Cuba. This was a tough journey for cattle to survive, resulting in huge waste—and little or no profit for Texas ranchers. These failures in shipping cattle highlighted the need for the domestic U.S. markets and gave rise to the great cattle drives. The 90,000-square-foot **Corpus Christi Museum of Science and History** features a number of artifacts from—and interpretive materials about—the cattle drive era.

10 TAFT

In 1871, George Fulton, drover Tom Coleman, and cousins J.M. and Thomas Mathis formed what became one of the area's largest and most successful ranching empires. The Coleman, Mathis, Fulton Cattle Company would extend to 250,000 acres of land across five South Texas counties and become known as the Taft Ranch. It had some of the first fences to contain animals in individual pastures, introduced new crops to South Texas, and profited greatly by shipping hides and tallow from Rockport to New Orleans. Housed in the 1923 ranch headquarters, the **Blackland Museum** has exhibits ranging from antique farm and ranch equipment to early settler artifacts, as well as authentic memorabilia from the Taft Ranch.

11 ROCKPORT

Believe it or not, there was a time when cattle horn, fat, and hide were worth more than meat, which spoiled easily. Before trail drives were commonplace, the surplus of Texas cattle forced manufacturers to get creative. Tallow (rendered fat) was used for soaps and candles, rawhide for shoes and saddles, horns for buttons and combs, and ground-up bone for fertilizer. Area rancher George W. Fulton made his fortune on cattle byproducts, not beef. He established the town of Fulton, and his bayside residence stands as a testament to his legacy. The restored **Fulton Mansion State Historic Site**, a Texas Historical Commission property, was built in the French Second Empire architectural style and featured ultra-modern (for the time in South Texas) mechanical systems like interior gas lighting, central heating, and hot and cold water plumbing. Visitors can learn about the Fulton family and see first-hand how lucrative the cattle industry was for many Texas businessmen.

12 REFUGIO

During the Chisholm Trail era, Refugio was a thriving market for livestock produced in the area.

Today, its proud ranching heritage is on display

at the **Refugio**

County Museum,

which is housed

in two structures

reminiscent

of the pioneer

days. The

museum provides

an in-depth look at

the history of the

area—from Spanish

control to the cattle drive

era to the oil boom.



Refugio County Museum

13 GEORGE WEST

After the Civil War, George Washington West drove cattle from South Texas to the Midwest. In 1880, he purchased a 140,000-acre ranch that included the site of the present-day town of George West, which he founded in 1912.

West's legacy is on display at the 1919 **Live Oak County**

Courthouse—the last courthouse designed by noted architect

Alfred Giles. A glass structure on the courthouse lawn is

the permanent home of the legendary Geronimo—a “lead

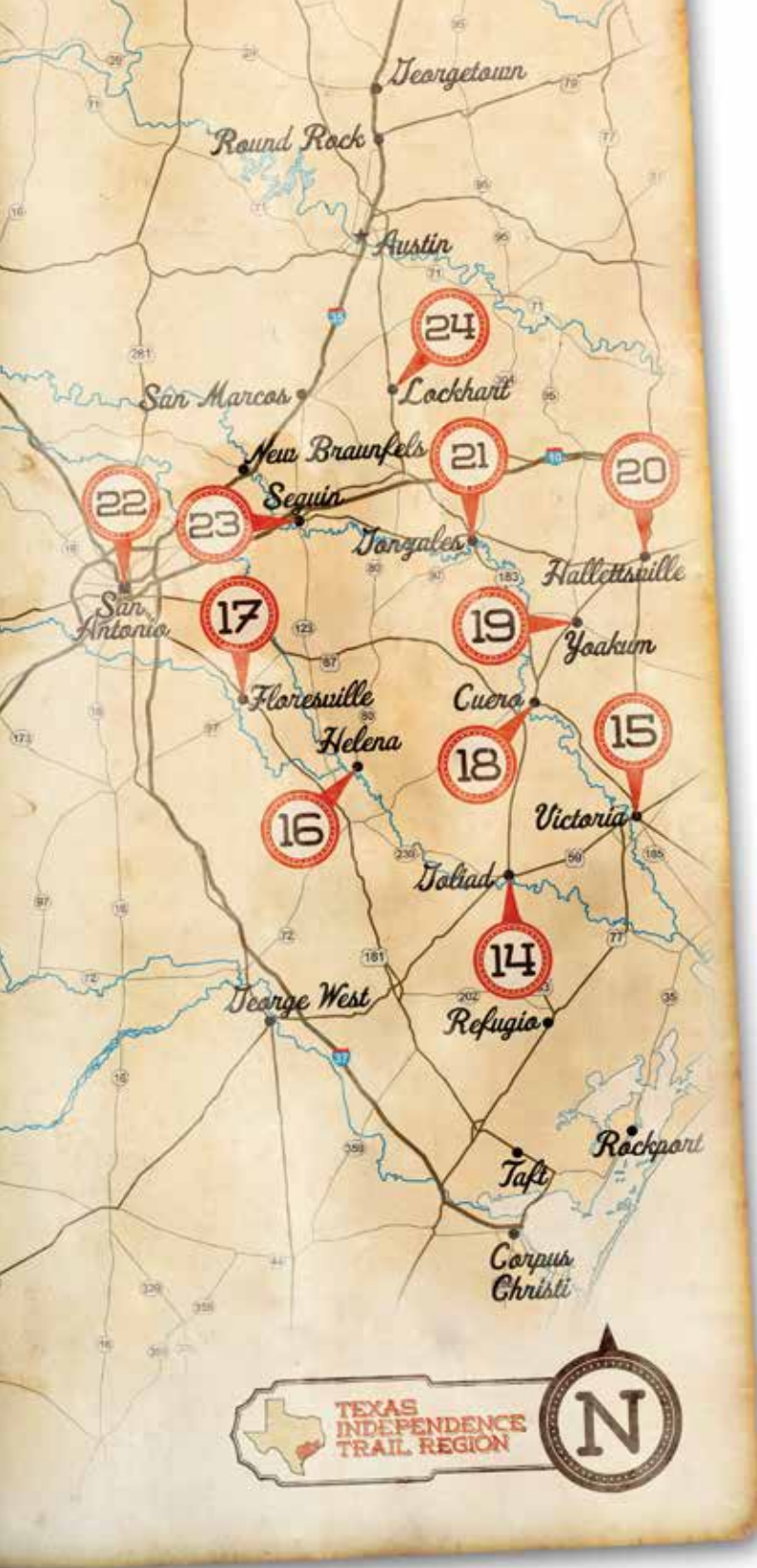
steer” longhorn that West had stuffed. The display features

interpretive panels that tell stories of how longhorns helped

develop and define Texas. For more on West and other

notable figures from Live Oak County, visit the eclectic and

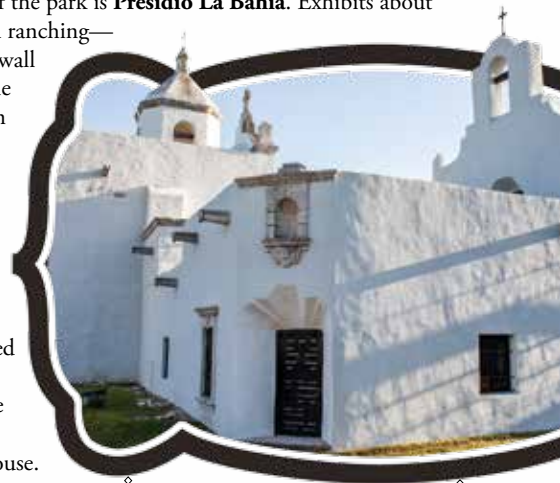
informative **Grace Armantrout Museum**.



14 GOLIAD

The first great cattle ranch in Texas traces its beginnings to Spanish Colonial settlements in and around present-day Goliad: Mission Nuestra Señora del Espíritu Santo de Zuñiga, Presidio La Bahía, and Mission Nuestra Señora del Rosario. From 1749 to 1780, Spanish missionaries and their American Indian wards watched over as many as 40,000 free-roaming cattle in this area. Between 1779 and 1782, in what is believed to be the first cattle drive out of Texas, cattle were herded from La Bahía (now Goliad) to New Orleans to assist Spanish soldiers preparing to fight in the American Revolution along the Gulf Coast. **Goliad State Park and Historic Site** features the 1930s reconstruction of Mission Espíritu Santo. The park is also steward of the ruins of Mission Rosario, which can be visited by appointment only. Just south of the park is **Presidio La Bahía**. Exhibits about farming and ranching—

including a wall of local cattle brands—can be found at the **Market House Museum**, located in an 1871 building formerly used as a meat and produce market and later a firehouse.



Mission Espíritu Santo at Goliad State Park and Historic Site

15 VICTORIA

Victoria was a hub for cattle production during the Chisholm Trail era, and much of its historic architecture reflects that period of wealth and prosperity. Many of its grand, restored historic homes were built by members of the O'Connor family or their employees, and they can be seen on a self-guided **Old Victoria Driving Tour** using a guide offered by the city's visitors center. Thomas O'Connor immigrated to Texas from Ireland in 1834 and served as the youngest soldier at the Battle of San Jacinto. Over the next five decades, he acquired land and built a cattle empire that made him one of the wealthiest men in Texas. He left his two sons an estate worth between \$4 and \$6 million—more than \$100 million today. The ranching history of Victoria and the surrounding region is one of the diverse topics explored at the **Museum of the Coastal Bend**.

16 HELENA

Karnes County's best-known cattleman is William Butler, whose landholdings topped 100,000 acres and whose herd numbered more than 10,000. He was famous because he was one of the first to ride the Chisholm Trail in 1868. Learn about Butler and colorful local history at the **Karnes County Museum**, which interprets the cowboy era with many stories of gunfights, saloons, and brothels.

17 FLORESVILLE

From the days of the Spanish missions to the present, rich grasslands have made Wilson County prime real estate for grazing cattle. Floresville's famous cattleman John Oatman Dewees partnered with James S. Ellison to move about 400,000 cattle up the Chisholm Trail between 1869 and 1877. Today, visitors can discover area history at the **Jailhouse Museum**, operated by the Wilson County Historical Society in the historic jail designed by noted architect James Riely Gordon. The legacy of the Chisholm Trail, however, is perhaps best seen—and heard—at the **Floresville Opry**, where country-western bands keep alive the old cowboy songs and ballads. Proceeds from monthly shows support the Wilson County Historical Society.

18 CUERO

Cuero's place in the Chisholm Trail story is significant, as are the artifacts and exhibits at the **Chisholm Trail Heritage Museum**. Visitors are immersed in the cowboy and cattle history of the Guadalupe River Valley. Featured exhibits include videos about contemporary ranchers and craftsmen, interactive games for children and adults, and a special collection of horse-related artifacts from Latin America.

*Chisholm Trail
Heritage Museum*



19 YOAKUM

Over the last century, Yoakum became known as the state's "Leather Capital" due to the 20th-century rise of local hide tanneries and businesses with skilled craftspeople making harnesses, saddles, bridles, and gun belts. But that leather industry wouldn't exist if it weren't for the Chisholm Trail and the local ranch economy. Visitors to the **Yoakum Heritage Museum** can learn about the city's unique history in exhibits such as the Leather Room, which commemorates the industry from the cattle-drive era to the present.

20 HALLETTSVILLE

Cattle ranching roots run deep in Lavaca County, where Washington West moved his family in 1854 from Tennessee. West's son, George (namesake of the town of George West), was one of the first to drive cattle to Kansas in 1867. Along with brothers Ike and Sol, he continued to trail herds north through the 1880s. The **Lavaca Historical Museum** houses the Texas State Championship High School Rodeo Hall of Fame, as well as collections of historic items about ranching and pioneer life in Hallettsville and surrounding areas.



Pioneer Village Living History Center

21 GONZALES

By 1870, 75,000 head of cattle roamed the open prairies of Gonzales County. Many local herds merged with cattle originating farther south and east, and passed through on the trek north up the Chisholm Trail. After joining one of those drives, local Civil War veteran George Littlefield made his name and fortune buying and selling land and cattle throughout the Southwest. Experience the Western frontier at **Pioneer Village Living History Center**, a collection of homes and buildings dating back to Gonzales' settlement and the great cattle drives. Visitors can step inside a horse barn, blacksmith shop, granary, smokehouse, saloon, log cabin, church building, and more.



Credit: Historic Menger Hotel

22 SAN ANTONIO

Drovers herding South Texas cattle north on the Chisholm Trail, and later toward Dodge City on the Western Trail, gathered their herds near San Antonio before beginning their long journeys. While drovers refreshed their supplies, cattlemen came to buy and sell stock. In 1915, a group of former trail riders met in San Antonio's Chamber of Commerce hall to establish the Old Trail Drivers Association of Texas, which kept alive the stories of the cattle trails for decades to come. Pioneer Hall was established as part of the Texas Centennial commemoration to honor trail drivers, pioneers, and Texas Rangers. The building is now part of the **South Texas Heritage Center at the Witte Museum**, where you can explore interactive exhibits about ranching, visit the George West Trail Drivers Gallery, and see the Trail Drivers Monument in the courtyard (designed by sculptor Gutzon Borglum, creator of Mount Rushmore).

Located across from the Alamo, the 1859 **Menger Hotel** served as a meeting place and home away from home for many cattle barons. Visitors can sit in the famous lobby where many cattle deals were done and view the impressive collection of historical artifacts and paintings from the 19th century. For a nearby taste of the Old West and wildlife exhibits from across the world, visit the 1881 **Buckhorn Saloon and Museum**. Sip a soda or something stronger as you stroll through 33,000 square feet of Texas history artifacts and thrilling wildlife exhibits. Several blocks to the south is the **Briscoe Western Art Museum**, which presents historic and contemporary art of the American West, as well as artifacts, tours, and special programming.

23 SEGUIN

Originally named Walnut Springs, Seguin was founded in 1838 by a group of volunteers known as the Gonzales Rangers. The name was changed six months later to honor Texas Revolution hero Juan Seguín. Well-suited for ranching and agriculture, the surrounding land is bisected by the Guadalupe and San Marcos rivers, as well as Cibolo and Geronimo creeks. One of the early ranches in the area belonged to Tejano statesman José Antonio Navarro. Located in the former Red and White Grocery Store, the **Seguin-Guadalupe County Heritage Museum** collects and conserves materials pertaining to the history of South-Central Texas, including exhibits on Texas Rangers and regional ranching history.



Caldwell County Museum

24 LOCKHART

Vast herds of cattle moving north on the Chisholm Trail passed through Caldwell County. Two routes converged here, one heading north from Lockhart and another through the northwest corner of the county along the old San Antonio-Nacogdoches Road. In Lockhart, the **Caldwell County Museum** houses memorabilia and exhibits detailing local involvement in the cattle-driving era. Known as the "Barbecue Capital of Texas," Lockhart can satiate a hunger for culinary heritage at one of its legendary restaurants.



25 NEW BRAUNFELS

Pressing north past San Antonio, longhorns on the Chisholm Trail journeyed toward New Braunfels and Austin on a route that roughly parallels I-35 today. On both the Chisholm Trail and El Camino Real de los Tejas (the Spanish Royal Road) before that, the Guadalupe River in New Braunfels served as an important water stop and river crossing for weary travelers. The best views of the crossing are upstream from the **Faust Street Bridge**, built in 1887. When drovers began trailing cattle through New Braunfels in the 1860s, the town's German artisans provided just about anything they'd need—from reliable wagons to sturdy saddles. The **Sophienburg Museum** displays the storefronts and blacksmith tools of the cattle trail era.



26 SAN MARCOS

The springs of the San Marcos River quenched the thirst of thousands of cattle on their way up the trail. For a closer look, climb aboard a glass-bottom boat to see the headwaters at Spring Lake, operated by Texas State University's **Meadows Center for Water and the Environment**. Downtown, don't miss the **Hays County Museum** inside the 1909 Hays County Courthouse, where you can learn about notable regional figures such as Texas Ranger Jack Hays, muralist Buck Winn, and rancher Lizzie Johnson Williams, a "Texas Cattle Queen" who was one of the first women to drive cattle up the Chisholm Trail under her own brand.

27 AUSTIN

Naturally, much of the Texas cattle industry's lobbying and deal-making took place near the State Capitol in Austin, not far from a spot where herds of Chisholm Trail cattle crossed the Colorado River. Many a politician would belly up to the ornate bar of the landmark **Driskill Hotel**, followed by a cattle baron seeking a law or regulation that would benefit him. Established by prominent Texas cattleman Col. Jesse Driskill in 1886, the hotel stands as a shrine to the wealth made in cattle in 19th-century Texas. Just north of downtown, the **Bullock Texas State History Museum** features state-of-the-art exhibits and interactive experiences that trace Texas history. Many of the museum's ranching stories and artifacts reside on the third-floor gallery, where visitors can explore the myths and legacy surrounding the cattle drives, cowboys, and beef industry.



28 ROUND ROCK

Herds traveling through this area took several routes, but typically crossed Brushy Creek in Round Rock near the famous circular limestone rock that marked the low-water crossing point. In addition to the namesake rock, **Chisholm Trail Crossing Park** also features a series of bronze sculptures commemorating the Chisholm Trail, including "The Pioneer Boy" and "The Pioneer Woman," which honor the memory of Hattie Cluck, one of the first women to complete the Chisholm Trail. The park is located in "Old Town," where several historic buildings now house the Williamson Museum on the Chisholm Trail, a living history venue.

Chisholm Trail Crossing Park



29 GEORGETOWN

Cattle traveling north typically crossed the San Gabriel River near Georgetown. Today, visitors can relax or hike along the same river in San Gabriel Park, or explore Georgetown's vibrant historic town square, home to the restored Williamson County Courthouse and the **Williamson Museum**. Located in the stately Farmers State Bank building, the museum tells the story of the county's heritage through art, artifacts, and interactive exhibits. Among these is the Cowboy Kids' Corral, featuring a model chuck wagon set up as it might have been along the Chisholm Trail.



30 SALADO

The limestone springs and abundant fish in Salado made the area a popular site for American Indians, explorers, settlers, and cattle drovers. Herds pushed through the heart of town and crossed Salado Creek at the springs near the present city bridge. The nearby **Stagecoach Inn** was founded in 1861 as the Shady Villa Hotel, and is said to have counted among its guests famous cattleman Shanghai Pearce, as well as Generals George Custer and Robert E. Lee. Nearby, the Chisholm Trail passed by the 1866 home of pioneer and area physician Wellborn Barton. Also a National Register-listed property, it now houses a restaurant.



31 BELTON

Founded in 1850, Belton grew as a trading center for nearby farms and ranches. Its merchants made the city a favorite rest stop for cowboys herding longhorns up the Chisholm Trail. Visitors can explore exciting exhibits documenting the county's settlement and ranching history at the **Bell County Museum**, partly housed in the restored 1904 Carnegie Library. In front of the museum is its Chisholm Trail Monument, featuring 17 bronze panels that tell the story of different aspects of the trail. The town's Chisholm Trail legacy is also interpreted on several outdoor storyboards that line the **Nolan Creek Hike and Bike Trail**, which goes through the historic downtown.



Waco Suspension Bridge

32 WACO

Large numbers of cattle moving up the Chisholm Trail were forced to cross the wide Brazos River in Waco, a feat made much easier—for a toll—with the completion of the **Waco Suspension Bridge** in 1870. In the shadow of the 475-foot bridge (a National Historic Landmark) is a bronze sculpture park that pays tribute to the cowboys and cattle who traversed the Chisholm Trail. Herding the 25 bronze longhorns is a droving team that includes a Mexican vaquero and an African American cowboy. The Waco Riverwalk connects the bridge to Fort Fisher Park and the popular **Texas Ranger Hall of Fame and Museum**. The museum features artifacts and history from the two centuries of Ranger service, including their involvement in the Fence Cutting Wars of the 1880s, when conflict erupted between free range advocates and ranchers who used barbed wire to fence in land.

33 CLIFTON

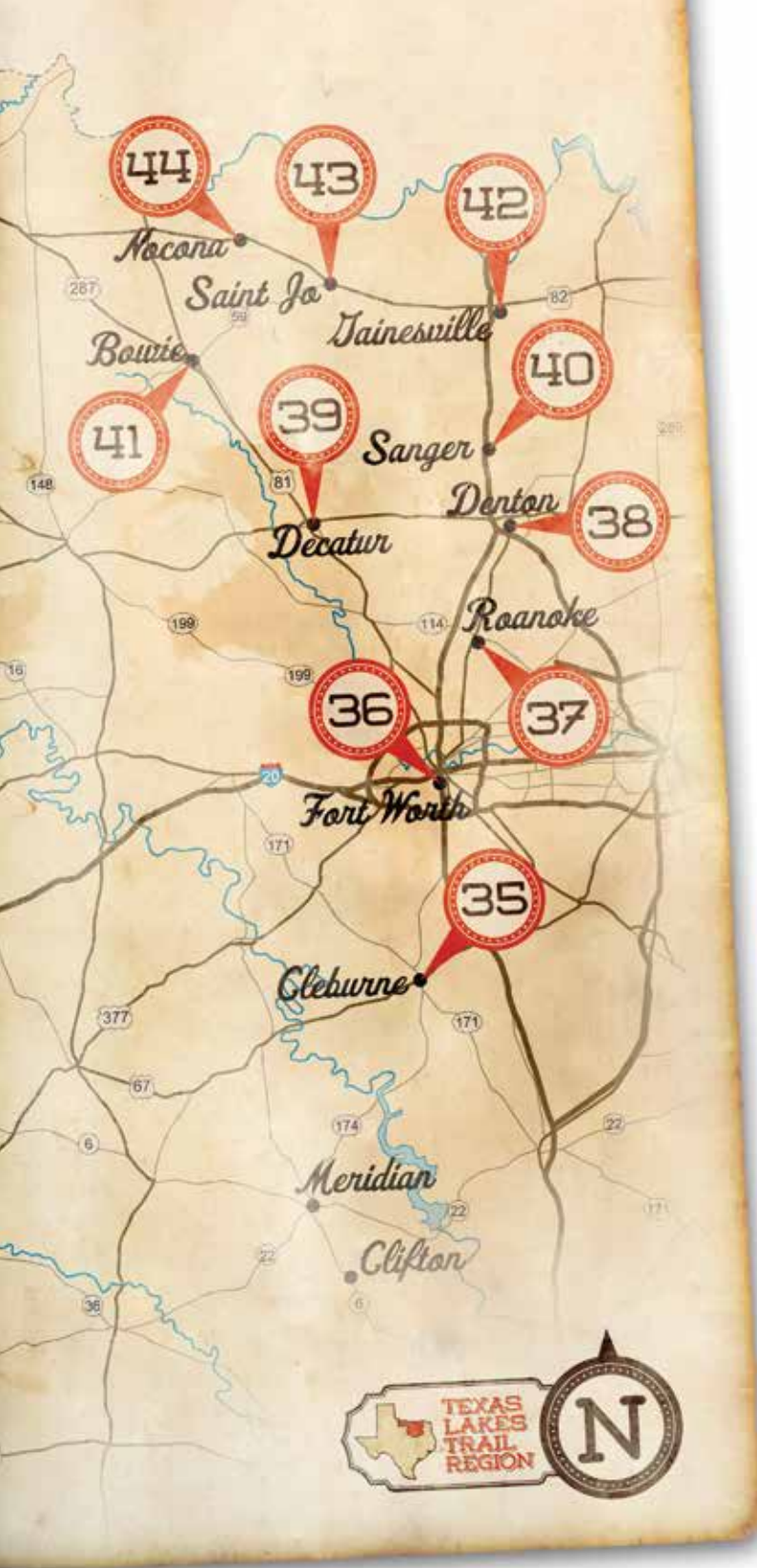
During the cattle drive era, the Chisholm Trail passed through Clifton and continued across the Bosque River. In **Heritage Plaza**, Bruce Greene's sculpture depicts a cowboy on horseback at a watering hole—a symbol of how the Chisholm Trail's legacy lives on in Clifton through art. Another piece of artwork in the **historic post office**—Ila Turner McAfee's 1941 mural "Texas Longhorn—A Vanishing Breed"—recalls a time when the majestic longhorn roamed free in these parts. The nearby **Bosque Museum** shares the county's history with exhibits including the childhood log cabin of museum founder Jacob Olson and a collection of more than 150 guns, some dating to the 1750s.

Heritage Plaza



34 MERIDIAN

Housed in the 1884 Lumpkin Building—the first stone commercial structure in Meridian—the **Bosque County Collection** was established in 1983 to preserve historical materials pertaining to the county. Among the files are a portion of the papers and oral histories of musicologist John Lomax, who grew up along the Chisholm Trail in Bosque County. While a graduate student at Harvard University in 1906, he traveled across Texas and recorded old cowboy ballads and trail songs. His collection is regarded as a cultural treasure and now resides in the American Folklife Center at the Library of Congress. Nearly 20 miles northeast of Meridian is **Kimball Bend Park** on the shores of Lake Whitney. Inside the campground, surrounded by a chain link fence, are the ruins of the town of Kimball, which was located on the Chisholm Trail. Visitors not interested in staying overnight at the campground are welcome to enter briefly to view the ruins and the Chisholm Trail monument. Across Lake Whitney, just off SH 174, a historical marker commemorates the community that once existed here, and the cattle drives that built it.



35 CLEBURNE

Cleburne's **Chisholm Trail Outdoor Museum** is located on the original townsite of Wardville, the first seat of Johnson County, which was established in 1854. During the cattle drives, this area was home to cowboy campsites. Town Branch Creek runs through the 10-acre museum site and empties into Lake Pat Cleburne, which was the Nolan River during the cattle drive days. When visiting, take in the Western art of Julie Asher Lee, who has a studio onsite, and watch the two working blacksmiths.

36 FORT WORTH

As one of the busiest crossing points for cattle trails to northern markets—and later as a cattle market itself—Fort Worth was forever branded as “Cowtown.” Among the many attractions in the **Fort Worth Stockyards Historic District** are the Stockyards Museum, Cowtown Coliseum, Texas Cowboy Hall of Fame, Livestock Exchange Building, and the twice-daily cattle drives along Exchange Avenue. In downtown’s historic **Sundance Square**, the Chisholm Trail Mural—painted across the entire side of the Jett Building on Main Street—provides historical context for the area’s bustling dining, shopping, and cultural attractions. The **Sid Richardson Museum** features an impressive collection of paintings of the American West, including works by famed artists Frederic Remington and Charles Russell. South of downtown, cattle baron William T. Waggoner built Thistle Hill mansion, an 18-room “honeymoon cottage” for his daughter and her new husband. Many more museums and cultural institutions can be found west of downtown in the **Fort Worth Cultural District**, including the Amon Carter Museum of American Art, National Cowgirl Museum and Hall of Fame, Cattle Raisers Museum at the Fort Worth Museum of Science and History, and Will Rogers Memorial Center, home to the Fort Worth Stock Show and Exposition since 1944.

Fort Worth Stockyards



37 ROANOKE

Cowboys were known for blowing off steam in rambunctious—and often illegal—ways. A relic of that reputation still stands today in Roanoke. The rock building that now houses the **Roanoke Visitor's Center and Museum** was home to the Silver Spur Saloon in the 1880s—a popular two-story watering hole and, as legend has it, a brothel. Patrons could visit the brothel covertly through a hidden door between the bank next door and the saloon. Today, the building is the oldest existing commercial building in the community, housing artifacts and stories of local legends from Roanoke's rowdy past.

38 DENTON



Denton County Courthouse

Up to 10 million cattle walked the Chisholm Trail, but did you know 1 to 2 million horses also made the long journey north? Horses were so vital to the cattle drives that a sub-industry of horse drives became common.

This heritage is on full display in and around Denton, which has one of the largest concentrations of horse farms in the U.S. and is known as the **North Texas Horse Country**. The Denton Convention and Visitors Bureau offers tours of some of the ranches, while self-guided tours and horseback riding are also available. The **Denton County Courthouse-on-the-Square Museum**, housed in the stately 1896 historic courthouse,

recalls local history through a variety of exhibits including numerous artifacts from area ranches.

39 DECATUR

Wise County was a crossing point for one of the many feeder branches of the Chisholm Trail. It was also where “cattle king” Dan Waggoner built his mansion, a shrine to the wealth he accumulated while ranching in seven North Texas counties. Historical markers show where the cattle trail crossed Wise County, as well as the site of the Waggoner Mansion, which is also known as “El Castile.” Housed in the stately 1893 Decatur Baptist College administration building, the **Wise County Heritage Museum** showcases photographs, artifacts, exhibits, and archives that tell the stories of the county's past.

40 SANGER

Noah Batis, who took cattle up the Chisholm Trail in 1881 and 1882, is Sanger's best-known trail driver. After retiring from the trail, he established Sanger Stock Farm, which was known for its fine horses, mules, and other livestock. A resident of Sanger until his death in 1950, Batis also provided veterinary care for his and his neighbors' animals. Visitors can learn more about local history at the **Sanger Museum**, which is operated by the Sanger Area Historical Society.

41 BOWIE

At Red River Station and Spanish Fort, Texas cattle heading to Abilene and other Kansas shipping points crossed the Red River into Oklahoma. As the last place to buy supplies before Abilene, and the last place before the famous water crossing, Bowie boomed during the cattle drive era. At **Chisholm Trail Memorial Park**, nine life-size longhorns and two cowboys—all made of steel—pay tribute to the trail's impact on this community.

42 GAINESVILLE

The first reels of barbed wire were reportedly sold in Gainesville at the Cleaves and Fletcher hardware store in 1875. Gainesville ranchers became some of the first to learn the power of the wire that would revolutionize the ranching industry and put an end to the Chisholm Trail by closing off the open range. Until that time, however, Gainesville was a cattle center along the trail. Area history—from prehistory to World War II—is showcased at the **Morton Museum of Cooke County**, located in a beautifully restored 1884 building that once housed the jail, firehouse, and city hall.

Morton Museum



Credit: TxDOT

43 SAINT JO

The saloon is one of the most recognizable institutions of the cowboy era—even if it has been exaggerated by Hollywood. Saint Jo's first building was the Stonewall Saloon, built by Tennessean I.H. Boggess in 1873 to serve the trail drivers who often came through town. After the county went dry in 1897, the building housed offices, a bank, and now a museum. Saunter into the **Stonewall Saloon Museum**, and you'll feel like it's 1880 all over again. Believed to be one of Texas' last remaining saloons, the museum features the original bar, tables as they may have been set up on opening day, and various relics from the town's cowboy past.



Credit: Stonewall Saloon Museum

44 NOCONA

Nocona is internationally recognized for its high-quality boots, saddles, and other leather goods. The town grew as a result of the droving teams that passed through on the nearby Chisholm Trail and the expansion of the railroad. It's probably most famous for being the decades-long headquarters of Justin Boot Company, which began after founder H.J. Justin first started a business repairing boots of trail hands on cattle drives at nearby Spanish Fort. The **Tales n Trails Museum** contains numerous collections pertaining to American Indian culture, Western heritage, agriculture, leather goods, and the oil and gas industry.



Fort Griffin State Historic Site

INTERESTED IN SEEING MORE?

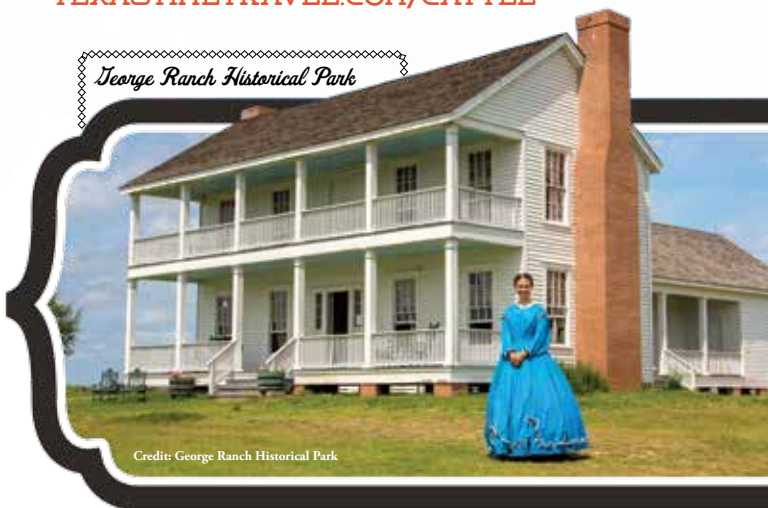
The cattle industry is an important part of Texas' heritage. There are countless destinations across the state where you can further explore the history and heritage of ranching and cattle trails. To name just a few:

- ✦ Fort Griffin State Historic Site in Albany (a Texas Historical Commission property that manages part of the Official State of Texas Longhorn Herd)
- ✦ Other parks that manage the Official State of Texas Longhorn Herd: Palo Duro Canyon State Park in Canyon, Copper Breaks State Park in Quanah, San Angelo State Park in San Angelo, and LBJ State Park and Historic Site in Stonewall.
- ✦ Butler Longhorn Museum in League City
- ✦ George Ranch Historical Park in Richmond
- ✦ National Ranching Heritage Center in Lubbock
- ✦ Charles Goodnight Historical Center in Goodnight

Learn about these and many more at

TEXASTIMETRAVEL.COM/CATTLE

George Ranch Historical Park



Credit: George Ranch Historical Park

REAL STORIES FOR THE ROAD

Don't miss the mobile tour, "The Chisholm Trail: Exploring the Folklore and Legacy," part of our Texas Time Travel Tours mobile app. Experience the hardship and adventures of the diverse characters who drove the longhorns, grew the industry, and remain part of Texas' cowboy legacy today. The tour features a rich blend of images, videos, maps, and useful visitor information for exploring the Chisholm Trail across Texas.



TEXASTOURSAPP.COM



ADDITIONAL TOURS

AFRICAN AMERICANS IN TEXAS

Freedmen communities, Rosenwald schools, family cemeteries, civil rights archives, and historic neighborhoods all tell their part of the story of African Americans in Texas.

HISPANIC TEXANS:

JOURNEY FROM EMPIRE TO DEMOCRACY

Delve into a vibrant culture that has shaped the character of Texas, including historic presidios, missions, ranchos, barrios, cultural districts, dance halls, museums, and more.

HISTORIC BANKHEAD HIGHWAY

Take a road trip along 850 miles of historic highway from Texarkana to El Paso, including classic hotels, motor courts, service stations, diners, and quirky roadside attractions.

LA SALLE ODYSSEY

Follow the misadventures of La Salle through collections of artifacts unearthed from the shipwreck, *La Belle*, and the doomed Fort Saint Louis.

RED RIVER WAR OF 1874-1875

Discover the weapons, soldiers, and strategies of this little-known war through collections of artifacts spread across the Texas Panhandle.

TOWN SQUARE WALK AROUND

An exploration of Texas architecture and town planning, Town Square Walk Around provides an insider view into 13 historic downtowns.

WORLD WAR I: TEXAS AND THE GREAT WAR

It changed Texas and Texans forever. Witness the dramatic transformations in landscape, industry, society, and populations that resulted from World War I.

WORLD WAR II ON THE TEXAS HOME FRONT

POW and enemy alien internment camps, airfields, navy bases, and little-known relics of war memorialize Texas' involvement in the 20th century's greatest conflict.



It's like a
WHOLE OTHER COUNTRY

This travel guide is made possible through the Texas Historical Commission's partnership with the Office of the Governor—Economic Development and Tourism, Texas Department of Transportation, Texas Parks and Wildlife Department, and Texas Commission on the Arts. Special thanks to Douglas Harman, David Murrah, Steve Myers, Robert Oliver, Byron Price, Bruce Shackelford, and Chuck Snyder for their time and involvement in the production of this guide and the companion mobile app tour.



Visit the Texas Heritage
Trail Regions and see where
it all happened.

texastimetravel.com



TEXAS HISTORICAL COMMISSION
real places telling real stories

The Texas Historical Commission, the state agency for historic preservation, administers a variety of programs to preserve the archeological, historical, and cultural resources of Texas.

For additional copies of this brochure, contact:
P.O. Box 12276, Austin, TX 78711 | 512-463-6255

thc.texas.gov